

## **Nongovernmental Organizations**

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After lengthy consideration, the North Tahoe Business Association (NTBA) endorses Alternative 4, but with conditional modifications to address some of the more pressing concerns of the local business community and residents. This recommendation is based on the following inputs:

NGO1-1

- The research, analysis and recommendation of the Main Street Design Committee
- Professional studies on the economic benefits and sustainability of walkable communities
- Community and NTBA member input received to date
- Overwhelming community support for a 3-lane, pedestrian-friendly solution expressed at both the Tahoe Regional Planning Agency (TRPA) Place Based Planning workshop series over the past year and the May 15<sup>th</sup> Sierra Business Council Kings Beach Commercial Core Improvement Project (KBCCIP) workshop

The NTBA started the Main Street program in the summer of 2003 to engage the local community in a grassroots program intended to revitalize our downtown commercial area through the work of four volunteer-based committees. The Main Street Design Committee has spent considerable time over the past few years focusing on the Kings Beach Commercial Core Improvement Project. They produced a Walkable Communities workshop series last year to educate the community about the design and benefits of pedestrian-friendly solutions, they have walked door-to-door to poll businesses in Kings Beach as to their preferences and concerns, and they have thoroughly studied the Environmental Impact Report (EIR) for the 4 alternatives. The Design Committee submitted their recommendation to the NTBA Board for a modified Alternative 4. They assessed that no alternative meets all of the needs of the community, but that Alternative 4 provides the most opportunity for design flexibility and room for modifications that can address community concerns regarding parking, snow removal and maintenance, pedestrian safety, streetscape improvements, and traffic flow.

NGO1-2

Alternative 4 addresses the goals of the project as highlighted in the EIR most effectively. Alternative 4 offers the most walkable solution with the widest sidewalks to accommodate increased pedestrian traffic, allows for varied activities to occur on those sidewalks, and provides the opportunity for many streetscape amenities. Wider sidewalks result from a 3-lane solution without parking lanes, which also reduces the distance for pedestrians crossing traffic. Furthermore, medians at roundabouts provide the pedestrian a resting spot, which is a proven safety benefit. Equally important, the NTBA is concerned about the restricted parking areas being under utilized during the peak season. By underutilized, we mean that they will be off-limits to parking and unlikely to host any outdoor activities due to their location within the Caltrans Right of Way. With the wider sidewalks in the commercial core, there will not be an area void of use during the busiest seasons. Both the TRPA Place Based Planning workshop series and the May 15<sup>th</sup> KBCCIP workshop revealed that a vast majority of the community participants want a 3-lane, pedestrian-friendly Kings Beach.

NGO1-3

NGO1-4

## **Kings Beach Commercial Core Improvement Project North Tahoe Business Association Recommendation**

Research data from a variety of planning organizations and communities throughout the United States clearly demonstrates the economic and civic benefits of walkable communities. A pedestrian-oriented infrastructure attracts more people who want to work, shop, socialize and vacation in a safer, more livable environment. A safe, visually and aesthetically appealing environment attracts visitors to our most important economic and social asset – Lake Tahoe and our beaches. Our local economy is comprised mostly of small businesses, and research shows that small businesses thrive on walkable downtowns with a mix of restaurants, offices, housing and retail. Local businesses benefit from more people living and visiting the downtown and spending their dollars there. Downtown Lodi credits its \$4.5 million public-private pedestrian-oriented project along with economic incentives for 60 new downtown businesses, a drop in vacancy rate from 18% to 6%, and a 30% increase in downtown sales tax revenue.<sup>1</sup>

NGO1-5

The Urban Land Institute study of four new pedestrian-friendly communities determined that homebuyers were willing to pay a \$20,000 premium for homes in walkable communities compared to similar houses in surrounding areas.<sup>2</sup> The Local Government Commission Center for Livable Communities states that people are choosing to pay more to live and vacation where it is walkable for health and lifestyle reasons alone. For property owners, this means that properties will appreciate. Because the Kings Beach commercial core is a redevelopment district, tax increment financing (TIF) resulting from increased property values will be reinvested back into our community through economic redevelopment, business recruitment and retention, and housing.

The environmental benefits of the project are obvious regarding lake water quality, regardless of which alternative is chosen, as runoff into the lake is a primary goal of the project. Alternative 4 offers the added benefits of fewer cars having to come to a complete stop at a traffic light versus slowing for a roundabout, as well as more people biking and walking as opposed to driving automobiles through town.

NGO1-6

One modification that the NTBA recommends to Alternative 4 is to have a more varied sidewalk width throughout the downtown that uses the road and sidewalk space most efficiently. For example, a final compromised solution could provide some limited parking on the main street. Wider sidewalks could be designed for the core recreational area to keep the beach view corridor open for all to enjoy and at pedestrian crossings to minimize crossing distance. The 17'-wide sidewalks should be planned where greater pedestrian activity is anticipated and where retail enhancements could be made such as sidewalk dining at restaurants. This compromise of limited parking could provide more parking spaces in the immediate vicinity to the main street businesses, as well as additional delivery zones or customer pick-up zones.

NGO1-7

A second modification the NTBA recommends is to provide more back street parking than what is currently planned, with an equitable distribution of parking spaces throughout the commercial area. This could be achieved by the acquisition of more land

<sup>1</sup> Local Government Commission Center for Livable Communities, Lodi Case Study, [www.lgc.org](http://www.lgc.org).

<sup>2</sup> *Valuing The New Urbanism, The Impact of the New Urbanism on Prices of Single-Family Homes*, Mark J. Eppli and Charles C. Tu, 1999, Urban Land Institute.

**Kings Beach Commercial Core Improvement Project  
North Tahoe Business Association Recommendation**

dedicated to parking, or by using more innovative solutions that require less of a footprint such as multi-storied or underground parking, or a mixed use of multi-storied parking with business or residential above or in front. Additional backstreet parking requires additional planning for pedestrian safety to and from those areas, as well as robust way-finding signage for drivers looking for parking while driving through town. An additional economic benefit to more backstreet parking will be the expansion of commercial activity between the main street and the parking facilities.

A third modification the NTBA recommends that Placer County Department of Public Works makes a commitment to address traffic calming measures for the residential streets should they be deemed necessary, because the traffic analysis used for the EIR anticipates increased traffic on residential streets during peak traffic periods. The residential community should be involved in determining what those measures will be and the Department of Public Works should budget for this in their planning.

The NTBA endorses Alternative 4 with the aforementioned modifications, because it serves business interests more effectively than the other alternatives, allowing for a safer, more pleasing pedestrian experience, which is vital to a more vibrant local economy.

Thank you for your consideration,

The North Tahoe Business Association, Board of Directors  
Curt Wegener, President  
Todd Jackson, Vice President  
Carol Savary, Secretary  
Lesley Breuning  
Peter Grant  
Rick Papaleo

NGO1-7  
cont.



June 11, 2007

Jon-Paul Harries  
Tahoe Regional Planning Agency  
128 Market Street  
Stateline, NV 89449

Dear Mr. Harries,

The League to Save Lake Tahoe, a non-profit organization dedicated to "Keeping Tahoe Blue," appreciates the opportunity to provide comments on the Kings Beach Commercial Core Improvement Project, Draft Environmental Impact Statement (DEIS)/Environmental Impact Report/Environmental Assessment.

The League supports Alternative 4, as it best meets the project purpose and need, with the most significant environmental, community and economic benefits. The League requests that the Final EIS (FEIS) differentiate the environmental, economic and community benefits of Alternative 4 relative to Alternatives 1-3, by addressing the following comments and questions:

NGO2-1

#### Project Purpose and Need

The DEIS states that "the purpose of the proposed action is to improve pedestrian and bicycle mobility and safety...."

Alternative 4 is the only alternative that does not place the dedicated bicycle lane between traffic lanes and parking. The FEIS should evaluate the relative safety for bicyclists among the alternatives. By avoiding conflicts with automobiles pulling in and out of parking places, opening doors, etc, is Alternative 4 safer for bicyclists than other alternatives? The FEIS should reference surveys of bicyclists and related studies that indicate safety concerns being the primary impediment to more frequent use of the bicycle for transportation and/or recreation.

NGO2-2

The FEIS should also more clearly distinguish among the alternatives in regard to improving pedestrian mobility and safety. With fewer lanes to cross (3 lanes in Alternative 4; 4 lanes in Alternative 3), slower traffic speeds produced by narrower roadways and roundabouts, and wider sidewalks, does Alternative 4 provide better pedestrian mobility and safety than other alternatives, particularly Alternative 3?

The FEIS must provide a more specific evaluation of pedestrian safety among alternatives. How much safer is Alternative 4 than Alternative 3 for pedestrians, considering Alternative 4 has 3 lanes of traffic and no parking area, while Alternative 3 has 4 lanes of traffic and parking areas on both sides of the roadway? The FEIS should disclose studies that conclude that roundabouts are safer for pedestrians than controlled (lighted) intersections.

NGO2-3

In consideration of these and other factors affecting bicycle and pedestrian mobility and safety, the FEIS should provide better clarification on which of the proposed alternatives best meets this project purpose and need objective (improved bicycle and pedestrian mobility and safety).

NGO2-4

Another purpose of the proposed action is to “improve aesthetics of the commercial core through Kings Beach.” The FEIS should provide better differentiation among the alternatives on meeting the improved aesthetics objective, considering factors such as presence of parked cars along the road and the total area dedicated to landscaping and pedestrian amenities.

NGO2-4  
cont.

### Air Quality

Impact AIR-5: Atmospheric Deposition of Phosphorous from Re-Entrained Roadway Fugitive Dust into Lake Tahoe.

The DEIS states that “the physical features associated with the proposed action would reduce the total area of roadway, which would reduce the amount of sand required for snow control in winter. This would in turn reduce the amount of re-entrained fugitive dust in the immediate project vicinity. In addition, the narrowing of the roadways and installation of roundabouts would reduce speeds during peak hours on SR 28, which would reduce the amount of re-entrained roadway dust in the action area because “lower amounts of re-entrained roadway dust are associated with lower speeds.” (pg. 3.1-23)

NGO2-5

The FEIS must differentiate AIR-5 impacts among alternatives. Alternative 4 would have the smallest total area of roadway for traffic and parking lanes, thereby requiring the least amount of sand for snow control. Alternatives 2 and 4 will produce slower traffic speeds than Alternative 3 during peak hours, as each of these alternatives (2 and 4) include roundabouts and less roadway area. The FEIS should therefore clarify that Alternative 4 will produce less re-entrained roadway dust than other alternatives, based on conditions for achieving this result described in the DEIS.

The Air Quality Technical Study (Appendix C) contains a list of mitigation measures that have been “identified by the District to reduce a project’s long-term operational impact on local and regional air quality.” Several of the recommended air quality mitigation measures are incorporated into the project design of Alternative 4, including:

- 49) Configure parking to minimize traffic interference
- 56) Design parking areas with less emphasis on “convenience”
- 57) Include a limited number of parking spaces in project design

NGO2-6

The FEIS should reference the air quality benefits derived by Alternative 4 relative to other project alternatives, and make reference to the air quality mitigation measures contained in the Air Quality Technical Study (pg. A-3). Similarly, the FEIS should identify the air quality benefits derived from KBCC shoppers walking from store to store, rather than driving between them. How many car starts, and emissions from those starts, would be avoided by eliminating on-street parking in Alternative 4, versus Alternative 3?

### Traffic Impacts

The DEIS portrays three significant, unavoidable traffic impacts unique to Alternatives 2 and 4:

- ♦ Impact TRA-1: Degradation of SR 28 Roadway Level of Service
- ♦ Impact TRA-2: Increase in Average Daily Traffic on Residential Streets in Excess of Applicable Standards
- ♦ Impact TRA-5: Degradation of Transit Operations

The FEIS should analyze the following mitigation measures for adequacy in reducing the above impact to a level of insignificance:

- ◆ Installation of speed bumps on residential side streets to discourage use by non-local traffic
- ◆ Increased frequency of local and regional transit service to reduce the number of private automobiles in the project area.
- ◆ Basin entry fees for day visitors traveling by automobile, with funds used to increase frequency of local and regional transit.

NGO2-7

### Economic Impacts

The DEIS states that “having less pedestrian and bicycle mobility under the four-lane alternative could result in fewer economic benefits to the KBCC area than would occur under the three-lane alternative because less pedestrian and bicycle mobility could result in fewer shoppers in the KBCC area.”

The FEIS should expand upon this point. Specifically, the FEIS should include analysis of how the Tahoe City roadway redesign impacted pedestrian traffic and business viability. Similarly, the FEIS should provide economic data from other communities that have shifted from car/parking-oriented to pedestrian/bicycle-oriented shopping districts, including studies that indicate sales are much higher per sq ft. for stores located in revitalized, pedestrian-friendly, main street redevelopment areas.

NGO2-8

It was stated several times during the May 24, 2007 public hearing (TRPA Governing Board) that “people will not walk more than 300 feet” to shop or for other purposes. Is this statement supported by research? Does evidence from main street programs that have created pedestrian-friendly shopping districts contradict the claim that people will not walk more than 300 feet from where they park to their destination?

NGO2-9

### Social Environment

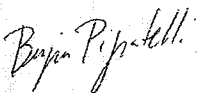
Impact SOC-3: Environmental Justice. The DEIS notes that in the study area the median household income is significantly lower than in Placer County, and the area has a much higher percentage of the population living in poverty. It is stated in the DEIS: “Based on this data and field observations, it is likely that the proposed action would have impacts on minority or low-income populations, but the effects are largely beneficial. Improved safety for pedestrians and bicyclists along SR 28 serves residents who may rely on transportation other than motor vehicles.”

The FEIS should provide a relative comparison among alternatives in terms of improving safety for pedestrians and bicyclists, and apply that analysis to the impact on low-income populations that may rely on sidewalks or bicycle lanes for transportation. Which of the alternatives would be safest and most attractive to pedestrians and bicyclists, and therefore be most likely to recruit maximum use for transportation purposes?

NGO2-10

Thank you for consideration of these comments, and please be in touch with questions.

Sincerely,



Benjamin Pignatelli  
Program Advocate

Dear Board of Supervisors,

Our **Design Committee** plays a key role in the future shaping of the physical image of Main Street as a place attractive to shoppers, business owners, visitors and to those who want to invest in its future. To succeed, our committee must educate and advise fiercely independent business and property owners, as well as residents and civic leaders to adopt a specific approach, and ambitious agenda for physical improvements to the downtown area. The project goal in this particular case is improving pedestrian safety and bicycle mobility, installing water quality improvements, and improving the aesthetic quality and character of the commercial core of Kings Beach. As part of this commitment, we have been actively involved in studying the EIR and the benefits of the different lane alternatives.

Following is our recommendation to the Board:

We believe that **Alternative 4** is the best answer to meet the project goals as stated above. Based on input received from the Community, and our own research we are in support of **Alternative 4 (with modifications)** for the following reasons:

NGO3-1

1. No alternative was identified as meeting all of the needs of the community however **Alternative Four** provides the most opportunity for design flexibility and room for modifications that can meet community concerns on issues such as parking, snow removal and maintenance, pedestrian safety, streetscape improvements, and traffic flows, etc.
2. With the beach as its centerpiece **Kings Beach** will stand out as the most unique, pedestrian friendly community around Lake Tahoe and in the region. Therefore we propose no parking in front of the State Beach to maintain a viewshed to the lake that is unobstructed for all.
3. A modified **Alternative Four** will provide a welcoming look, and a one-of a kind downtown that will encourage people to rediscover the area. (visitors and locals alike).

Caveats and other outstanding issues with regards to support for **Alternative 4** include:

- 1 It is good design to have variety in the sidewalk widths throughout the core to accommodate landscape features, outdoor dining, visual interest, delivery zones, short-term parking, 15 minute pick up and drop off zones, **ADA accessible parking**, and to provide for general flexibility for the needs of the businesses.
- 2 A residential traffic calming plan must also be adopted for the "grid" and implemented as conditions or residents require. (The commercial core and adjacent neighborhoods are intertwined and thus can not be planned separately).
- 3 An item of particular concern is the location and proximity of satellite parking to the businesses. The distribution of parking must be equitable to all.

NGO3-2

NGO3-3

NGO3-4



- |   |   |        |
|---|---|--------|
| 4 | Enhanced pedestrian crossing elements must be put in place at all unsignalized crosswalks. The plan should also address pedestrian paths from satellite parking to the business core with evaluation of pedestrian LOS.   | NGO3-5 |
| 5 | Early discussions on cost and responsibility for maintenance, snow removal, electricity for the street lights and other lighting opportunities, repairs, upkeep, enforcement, business promotion is important for any of the alternatives. (Working on the elements of a Pbid).   | NGO3-6 |
| 6 | Consistent and visible way finding signage program to be adopted and implemented. ( show location of the satellite parking, address short-term parking, ADA parking, delivery zones etc). Goal is to allow traffic to flow slowly, yet unobstructed through Kings Beach year-round. Good signage will also minimize those struggling to find a place to park. | NGO3-7 |
| 7 | Enhanced and consistent design features to be implemented for the sidewalks and the entranceways for individual properties. i.e. pavers, bike racks, planter boxes, waste receptacles, street lights, and realignment of those entrances and exits as part of the commercial core improvements.   | NGO3-8 |
| 8 | Detailed construction schedule to clearly identify the alternative access in order to minimize impacts to the businesses during construction.   | NGO3-9 |

Respectfully Submitted,

Lesley Bruening- Chair

Mick Horn

Leah Kaufman

Mike LeFrancois

Chris Oberle

Steve Rogers

Andrew Ryan

To TRPA- Governing Board and EIR Public Review  
Packet of Public Comment for Kings Beach Community Core EIR  
Due June 18, 2007

Includes:

Cover letter

May 29<sup>th</sup> workshop photos, Letter from Dan Daniels & DVD

Sign in sheets for May 29<sup>th</sup> workshop

June 14<sup>th</sup> meeting with Placer County DPW questions  
(Minutes to be printed up later)

Petitions-

Signed since May 15<sup>th</sup> "consensus workshop"

Note: there are some duplicates, some were submitted to Placer County on their cut off date and some people have signed more than once. Part of this is due to different discussions, meeting sites, many people who have just turned in their petitions etc. For example the May 29<sup>th</sup> workshop was a separate event.

Letters and comment cards-

Note: some of these were also submitted to the county earlier, you have copies here. There are duplications in some instances, we are aware you may have received items in the mail previously also.

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This is a cover letter to all the enclosed comments and petitions signed by property owners, home owners, residents and concerned members of the community regarding the DEIR/DEIS for the Kings Beach Commercial Core Improvement Project. All of the signatures reflect the community's concern with the Project both as dealt with in the DEIR/DEIS and as seen in the choices made available through the Sierra Business Council's involvement in the project.

A major concern of ours is that the traffic issues were not adequately covered by the DEIS except when mentioned as being "significant and unavoidable" in regards to alternative 2 & 4. To the people who signed these petitions those "significant and unavoidable" issues are a major deterrent to Alternatives 2 & 4. The traffic gridlock and the traffic being pushed onto the residential streets is too dangerous to our children, the community and the pedestrians who crowd those back streets.

NGO4-1

Any alternative that increases danger to pedestrians and bicyclists (whether on the back street or the highway) and concurrently increases problem traffic on the highways and back roads should be avoided. In addition, the roundabouts as mentioned in Alternatives 2 & 4 would actually cause a greater measure of pedestrian and bicycle issues than maintaining a 4 lane road with proper signage, lighting and traffic calming.

NGO4-2

It is our concern that the DEIR/DEIS is flawed in actual function for several reasons. One is the deliberate lack of consideration of the effects of any of the alternatives on the overall conditions of traffic throughout the Kings Beach area.

NGO4-3

Another concern with the DEIR/DEIS is that although the "no alternative" alternative is necessary for compliance with NEPA and SEQA regulations, there are mandated improvements for water quality control that MUST be done. If this document had been properly designed it would have included an alternative for these mandated improvements.

NGO4-4

In addition the alternative #3 did not have complete information as to traffic calming, beautification and water quality control. It was designed to resemble not much more than the "do nothing" approach. The #3 alternative with a few extra amenities would do an excellent job of giving the community most of what most of the people actually want to see done.

NGO4-5

All of the alternatives except the "do nothing" alternative provide for adequate environmental controls, beautification, air quality (except smog from gridlocked traffic in 2 & 4) walkability and a sense of community. However, the traffic impacts expected from the "2 lanes and roundabout approach" effectively override any gains they might bring to the picture. Gridlock will increase air pollution from standing and idling vehicles which in turn drop into the lake increasing water pollution. The potential of lethality from traffic being pushed back as well as from confused drivers being unable to pay attention to pedestrians and bicycles is enormous and must be taken into consideration even if not designed into the DEIR/DEIS.

NGO4-6

We have traffic studies and reports from other areas that clearly indicate that roundabouts and pedestrians don't mix well. The purpose of a roundabout is to keep traffic moving in a steady stream. Pedestrians crossing against that continuous stream will have a more difficult time finding a break in the traffic to safely cross and they will effectively stop traffic so that the roundabout will clog and stop functioning. Timed and coordinated pedestrian and stop light would do a much better job without the severe traffic repercussions expected with the other alternatives. Although a small increase in push back traffic might be expected with this alternative as long as the lights work properly there should only be a small increase compared to Alternative 2 & 4.

NGO4-7

There is another issue shared by most of the businesses which front onto Highway 28. This concern is the desire to discontinue storefront parking, or to regulate it seasonally during the summer busy season. It is a fact that if given no street side parking these businesses will pay a huge financial cost in loss of revenue. In which case even before big development sneaks in and takes over we lose many of our downtown merchants who have been a mainstay of our community for many years.

NGO4-8

Alternative 3 has fewer severe traffic consequences and still has the ability to control traffic, pedestrians, and bicycles safely as well as beautifying the core area and guarantying the beauty and water quality of Lake Tahoe.

NGO4-9

We as a group, and individually, believe that any alternative with only 2 lanes and roundabouts is a truly horrible idea.

Sincerely,

Kings Beach Business & Citizen's Alliance

Rachel Snyder/secretary

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To the TRPA Governing Board regarding the Kings Beach Community Core Project  
EIR review: Public Input

June 15, 2007

To Whom It May Concern:

My name is Dan Daniels and I am a member of the Kings Beach Business and Citizen's Alliance. I've lived in Kings Beach for 31 years.

I am a stake holder in this process and I am writing in regards to the actions of the Sierra Business Council and their "consensus gathering" workshops held in May 2007. Their conclusion was that reducing our traffic capacity by around 50% is in the interest of our community: I disagree. The traffic congestion on Hwy 28 and the back street grid due to cut-through traffic will be overwhelming to our community.

I am sending you a DVD of the vote of the last Kings Beach Commercial Core workshop held on May 29<sup>th</sup>. After a meeting with Ken Grehm and Steve Friesch of the SBC the week before, Dave McClure, myself and 7 other interested people were told we could not even discuss Alternative #3 at the final public workshop. So, on May 29<sup>th</sup>, Dave and I stood up just before the meeting and asked for a show of hands regarding the process so far, and asking who was still in favor of Alternative #3, the 4 lane alternative. As you can see from the DVD and some attached still photos, there was a large portion of the crowd willing to stand up, many with their hands raised, in favor of still considering a 4 lane alternative and note wanting to discount it's validity as the SBC claimed the monopoly money had done the meeting before. This new vote is on the beginning of the DVD; please take time to review it on your own and you will see the vote which was not recorded by the Sierra Business Council!

NGO4-10

This EIR's purpose and needs does not address traffic congestion, idling cars and the ecological impact, safety of pedestrians, bicycle riders in a roundabout situation and emergency evacuation of the area including all of Kings Beach, Crystal Bay and Incline Village.

NGO4-11

Our decision makers need to be accountable to the direct and indirect effects of the choices they make. How will handicap persons (ADA) be addressed with parking lots located 200-300 feet away from businesses? Especially in snow covered streets? Without stopping traffic in "one lane in each direction" traffic? How will we mitigate the cut-through traffic that the traffic report portion of the EIR does explain will exist?

NGO4-12

Our group has gathered over 100 signatures from the community living in the "grid". Many are Hispanic and have to walk everywhere, or ride bikes if they have them. Their concerns are:

NGO4-13

1. Traffic congestion: over 3000 plus cut through drivers on back up days, EIR traffic report data.

2. Pedestrian safety: most are in the back streets, and on the main street they need safe crossing and sidewalk situations.

3. Safety during snow days: cut through traffic in snow and snow removal days on the main highway are already safety concerns.

NGO4-13  
cont.

After talking with many commuter drivers from Incline Village through to Kings Beach, Tahoe Vista, Tahoe City or Truckee, these commuters found primary concerns including:

1. Longer commute times due to traffic backups
2. Stop and go traffic unmitigated pedestrian crossings
3. Questioning how carbons and other particulates emitted during decelerate and accelerating traffic (notably all vehicles will do this in roundabouts) is better for the environment than constant speed, or perhaps one stop, as noted in synchronized stop light situations.

NGO4-14

Our businesses on Hwy 28 believe they will be forced out of business with increased sidewalk maintenance and decrease "stop and shop" business. There are over 40 main street businesses that have joined together as the Kings Beach Business and Citizen's Alliance. Their concerns include:

1. No parking in front of businesses
2. Cost of sidewalk maintenance and snow removal
3. Little or no truck access for deliveries, especially in heavy snow in the middle lane of the highway for the few days during each storm.
4. Insurance cost, liability on the sidewalks.

NGO4-15

Please help us by addressing all our concerns, and by recognizing that we have all agreed that the Alternative #3 is a viable solution. Do not take the word of the SBC that they have consensus. They did not at the last meeting!

NGO4-16

Sincerely yours,

Dan Daniels

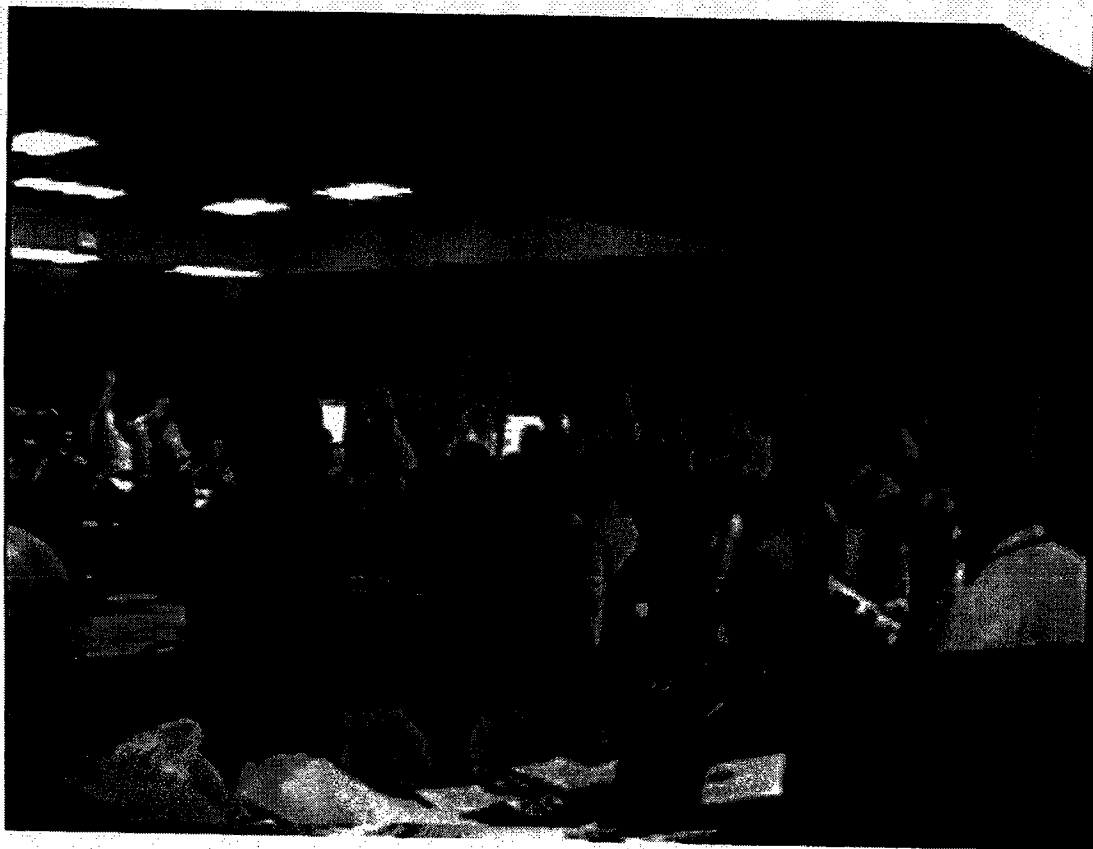


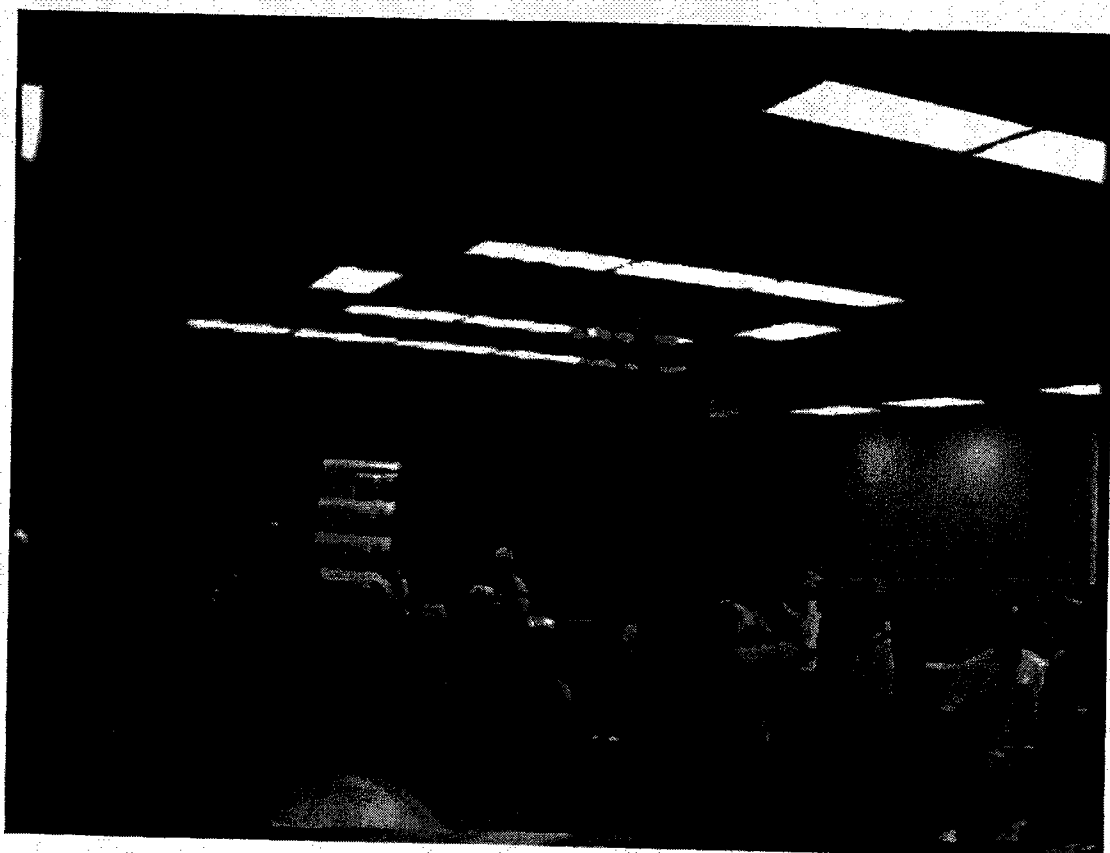














5-29-07  
Workshop 4

Note: sign up sheets for  
all options included here.

Members of the  
Improvement

for Alt 3 '4 lane' 4 lanes: #3  
10 pages  
(some partial)  
3 lanes (2x4)  
3 pages  
(some partial)  
Phone

Name/Name of Business

Street Location Mailing address

INDEPENDENT PO BOX 7470 866-506-8687  
TAHOE LONGBOARDS 8442 N. LAKE KB CA. 96143  
TAHOE CITY CA. 96145

WILLIAM A. PORT 579 FIRST  
580 FIRST  
PO BOX 44 KINGS BEACH CA 530-546-2944

RACHELLE HENNING 8530 DOLLY VARDEN 530-546-2789  
KINGS BEACH CA 96143 PO BOX 529 Tahoe Vista 96148

JULIE WILLIAMSON 8710 N. LAKE BLVD. BOX 486 96148

JOHN M. SPAN 1035 SHERBURY KB 546-6075

PO BOX 1239  
1035 SHERBURY, KB 546-6035

D.F. WALLER PO BOX 535  
TV, CA. 96148 546-2893

ELLIE WALLER PO BOX 535  
TAHOE VISTA 96148 "

SUE DANIEL BX 92 TV.  
1115 BRISTOL KB 96143 546-2888

EDDY S. DANIEL 1115 BRISTOL KB 96143 "

ROBERT DANIEL " " "

Work Shop # 4  
5-29-07

For alternative # 3 "4 Lane"

Members of the Kings Beach Community petition ~~against~~ Kings Beach Core  
Improvement Project

Name/Name of Business	Street Location Mailing address	Phone
KEVIN JOHNSON	4455 SNOWFLOWER RD P.O. BOX 1442 CARNECIAN BAY, CA	(530) 583-4455
Randall Stone		
Diane Arnold		546-0358
Gwen LICKLIDER	P.O. 74 CARNECIAN BAY	583-4455
GOTT WISDOM	BX 219 CARNECIAN BAY P.O. Box 487 K.B. 9643	546-2443
Christopher Lynch	440 Bear St. Apt. 4	546-4921
Ken Powers	P.O. Box 1141 Kings Beach	546-3135
CARL Dunn	BX 1092 KB 96143 1307	
Leslie Dunn Jester et.	Box 1092 KB	6-5424
Suzanne Jang	P.O. Box 188	546-7788
Roberto Calibua		(530) 392-9231

work shop #4

5-29-07

For alternative # 3 "4 lane"

Members of the Kings Beach Community petition ~~against~~ Kings Beach Core  
Improvement Project

Name/Name of Business      Street Location Mailing address      Phone

Benito Ramirez 559 689 1428

Luan calhwa  
PO 1702 KB, CA 96147

Jerry Dinzes JerryDinzes@yahoo.com 546-4907

Patrick Fielding 546-4907

CINDY WOTEL PO BOX 546 TAHOE VISTA CA 96148

JERRY WOTEL PO BOX 546 TAHOE VISTA 546-812

MATT WAGNER P.O. Box 342 T.V. 546-4161

CATHY STRAND POB 2348 KB

Math: Edee Campbell Box 116 KB

Charles Pyke Box 1383 Kings Beach

James Klem P.O. Box 161 546 4298

Work Shop # 4  
5-29-07

For alternative # 3 "4 lane"

Members of the Kings Beach Community petition ~~against~~ Kings Beach Core  
Improvement Project

Name/Name of Business	Street Location	Mailing address	Phone
<del>Closed</del> VZ CROSSING	8626 Hwy 28		530-
VIRGINIA ZAVALA	P.O. Box 2664		546-4503
			530
John Metzger	440 Bear	P.O. 2989 KB	546-4503
Kare Vantor	Box 17	TV. CA 96148	546-8638
Gigi Abrahamson			546-4907
Shari Wade	P.O. Box 236	KB	546-8404
Tamara Wilson	P.O. Box 103	Cornelian Ferry	546-4496
Shela Self	P.O. Box 2116	K.B. CA	96143 546-8412
G.F.	Box 2116	K.B. CA	96143
Dina J. Yankton	Box 2360	KB CA	96143
Alice Yankton	Box 2360	KB CA	96143
	8459 Steelhead	96143	530 546
	Kings Beach, CA		4698



5-29-07  
JORKshop 4

For Alt<sup>#</sup> 3 4 Lanes

Members of the Kings Beach Community petition ~~XXXX~~ Kings Beach Core Improvement Project

[illegible]

David Hogg P.O. Box 49 T.V. 96148 546-7767  
30 Box 1634

JEFF PRITCHARD P.O. BOX 1634 (530) 448-3152  
CRYSTAL BAY, NV. 89402

5-29-07  
WORKSHOP

For Alt 3 4 Lanes  
Members of the Kings Beach Community petition ~~2828~~ Kings Beach Core  
Improvement Project

Name/Name of Business Street Location Mailing address Phone

Rachel Snyder P.O. Box 112 Tahoe Vista CA 96148 546-4046  
Kerrin Eventmasters ~~usa.com~~ kerrinmeeko@yahoo.com 448 6753

Kerrin Meeko P.O. Box 9022 Truckee CA 96162

DAVID PATTERSON PO BOX 2166 KB 96143

Kay Fox PO Box 545 Kings Beach CA 96143

Monika Webb P.O. Box 8721 IV, NV 89452

M<sup>rs</sup> Cathy Box 48 TV CA 96148

Stephen D. Hunt P.O. Box 449 Carn. 96140

Bernie Scenoo PO BOX 291 TV 96148

Richard Teubner PO BOX 469 TV 96148

Theresa Hunt P.O. Box 41 Camelian Bay 96140

Ed GRANZOW POB 993 " " "

5-29-07  
Week 4

For Alternative #3 '4 lane'

Members of the Kings Beach Community petition against Kings Beach Core  
Improvement Project

Name/Name of Business Street Location Mailing address Phone

RON Sengi Rungis (530) 546-3482

Laurie Grogg Tinista 546 5020

Ed Ewert 8338 N Lake 546-5797

WILL BLOWING 8379 RAINBOW 530-214-6323

TERRY GRAY " " " "

LARRY ROEVEN 1277 KINGS WAY 546-3608

PANDY WILLIAMS 1015 TRINT 546 5260

CHARLES S. BAUMGARDNER 7681 ARROW AVE. 546-7644

Walt Joseph 415 Agabrook T.V. 546 5511

Leslie Chamberlain 8591 <sup>(business)</sup> ~~Parish~~ 546-8302

Marty Chamberlain 8591 <sup>(business)</sup> ~~Parish~~ "

5-29-07  
WORKshop 4

FOR Alt 3 4 Lanes

Members of the Kings Beach Community petition ~~8000~~ Kings Beach Core  
Improvement Project

<u>Name/Name of Business</u>	<u>Street Location</u>	<u>Mailing address</u>	<u>Phone</u>
<u>Abel Villagómez</u>	<u>8377 Steelhead Ave.</u>		<u>546-8531</u>
<u>Catalina Lopez</u>	<u>8377 Steelhead Ave.</u>		
<u>Ruben Estrada</u>	<u>8443 Rainbow Ave.</u>		<u>546-3048</u>
<u>Emilio Agustin</u>	<u>8443 Rainbow Ave</u>		<u>546-3078</u>
<u>David Rogelio Rodriguez</u>	<u>8640 Golden ave.</u>		<u>546-0748</u>
<u>Flaviano Temaxtler</u>			
<u>David Uriel Rodriguez</u>	<u>8640 Golden Ave</u>		<u>546-0748</u>
<u>Maria Concepcion Rodriguez</u>	<u>8640 Golden Ave</u>		<u>546-0748</u>
<u>Rosina C Martinez</u>	<u>8521 Steelhead</u>		<u>530 546 3256</u>
<u>Minerva Lazalete</u>	<u>8640 Golden ave</u>	<u>(530)</u>	<u>546-07-48</u>
<u>Balduino Plimeros</u>	<u>Steelhead 8260</u>		<u>N/A</u>

5-29-07  
NORXshop 4

For Alt 3 4 Lanes  
Members of the Kings Beach Community petition ~~2~~ Kings Beach Core  
Improvement Project

Name/Name of Business Street Location Mailing address Phone

Kevin Astudillo 8377 Steelhead 530-546-8531

Sylvia Oigman 1245 Canterbury 2304

JACKELINE VAREJO 365 COON #2 KB 530 546 3140

JACOBO HERRERA 365 COON #2 KB 530 546 3140

John McDaniel 698 MIDIRON AVE 546-4698

RJ Long 5785 Victoria 6-2295

KATHI CHILCOTE 8783 TROUT KB 546-3642

John Chilcote 8783 Trout/Box 364 KB 546-3642

MARK DAST 134 KINGSWOOD KB 546-2667

John Elwood 87 N.W. LAND K.B 546-2431

Julie Winscott " "

5-29-07

Workshop 4

FOR Alt 3 4 Lanes

Members of the Kings Beach Community petition ~~8-11-07~~ Kings Beach Core  
Improvement Project

Name/Name of Business      Street Location Mailing address      Phone

NO Alt

W. P. Alt      8742 N. Lake Blvd.      546-2046

Ann McChen      1255 Jester Ct      6-3697

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To help protect your privacy, links to images, sounds, or other external content in this message have been blocked. Click here to unblock content.

**From:** north\_tahoe@yahoogroups.com on behalf of Ellie  
**To:** north\_tahoe@yahoogroups.com  
**Cc:**  
**Subject:** RE: North Tahoe - Suggestion to Enhance Kings Beach!  
**Attachments:**

**Sent:** Thu 6/14/2007 4:43 PM

It's good to see open dialog happening between many walks of the community.

My only comment is what Dave mentioned below- The first sentence clearly identifies options 4 and 2 as the front runners for discussion during the month long workshops.

The next paragraph states that there truly are 4 options on the table.

Clearly giving equal opportunity for all the options, even though a down-select needed to take place would have lessened the rift that has occurred. The down-select for recommendation by the SBC is still the point of contention, not the truth, misinformation or scare tactics that are mentioned.

Everyone needs to be reminded that the SBC recommendation is just that- A RECOMMENDATION not a selection by which the TRPA or Placer County will be required to accept.

Taken from Dave's comments:

The result of the month long community workshop series was a blend of alternatives 4 and 2. This blend includes on-street parking throughout most of the Commercial Core, approximately 9' sidewalks in most of the Commercial Core Area, spaces for delivery zones, short-term parking opportunities, enhanced pedestrian crossings at the unsignalized intersections, scaled landscaping and other beautification enhancements, and a center left hand turn lane to facilitate an easy left hand turn. In addition, water runoff and water quality improvements would take place in conjunction with the highway improvements.

For any of you that have read the Sierra Sun, spoken with any Sierra Business Council or Placer County representative, or anybody who attended the full meeting on 5/31/07 would know that this statement is untrue. There are 4 proposals for a roadway redesign and all are still equally on the table. Scaring people with misinformation is what divides a community. Unless the right information is on the table, it is impossible to have a reasonable dialogue.

Ellie Waller, Tahoe Vista Resident and part time employee of the Kings Beach Post office

**David Polivy <d\_polivy@hotmail.com> wrote:**

Folks-

A couple of things have come up that I believe need to be addressed. I was given a blue piece of paper this morning and was asked if I would be attending the Community meeting tonight. So, I read the blue paper to see what was happening at this Community meeting. When I read down to the section Whats At Issue, a couple of things pop out at me and really sadden me. If a group is going to hold a Community meeting, I would hope they do it by giving people the truth and not scaring them into attending. The first sentence of this section is a complete lie and I think those that developed this sheet should make sure they are giving people the right information.

The sentence reads, "Whats at Issue: The Proposed two lane traffic plan

#### RECENT ACTIVITY

**New Members** 2  
 Visit Your Group

#### SPONSORED LINKS

- Margaret mead
- Thomas jefferson
- Political campaigning
- Thomas jefferson high school
- Thomas jefferson university

NGO5-1

Sell Online  
 Yahoo! makes it easy to start selling online.

Y! Toolbar  
 Get it Free!  
 easy 1-click access to your groups.

NGO5-2

Yahoo! Groups  
 Start a group in 3 easy steps.  
 Connect with others.

NGO5-3

(alternative #4) with round a-bouts and no highway parking thru downtown Kings Beach."

For any of you that have read the Sierra Sun, spoken with any Sierra Business Council or Placer County representative, or anybody who attended the full meeting on 5/31/07 would know that this statement is untrue. There are 4 proposals for a roadway redesign and all are still equally on the table. Scaring people with misinformation is what divides a community. Unless the right information is on the table, it is impossible to have a reasonable dialogue.

The result of the month long community workshop series was a blend of alternatives 4 and 2. This blend includes on-street parking throughout most of the Commercial Core, approximately 9' sidewalks in most of the Commercial Core Area, spaces for delivery zones, short-term parking opportunities, enhanced pedestrian crossings at the unsignalized intersections, scaled landscaping and other beautification enhancements, and a center left hand turn lane to facilitate an easy left hand turn. In addition, water runoff and water quality improvements would take place in conjunction with the highway improvements.

A couple of other items that deserve some clarification from Jerry's email below:

1) A gateway sign is scheduled for construction in the Fall of 2007 at the east end of town on the recently demolished gas station site.

2) There already is a gateway sign on 267 at Speckled. It is the beautiful Bear sculpture.

3) Taken from the text below: "PHASE EVERYTHING PROPERLY - Everything doesn't need to be done in the first two years. We can continue beautify Kings Beach as time goes on, but it is important to have a concrete vision for Kings Beach and the timeline in which things take place."

As a downtown business owner and community resident, I cannot imagine having to live with business disruptions due to construction for many years. Business in this town is fickle enough, do we really want to disrupt it for longer than it needs to be?

4) Taken from the text below: "Medians and Pedestrian Islands - Would reduce the length of mid-block crossing below what the three lane alternative offers, as well, four lane divided roads have lower accident rates than three lane undivided roads. These should be located at the above mentioned mid-block locations."

I am wondering where the space for these median islands is going to come from? Considering the lane widths for Alt 3 are already being reduced to 11ft (a variance according to Caltrans), how will a median fit in the existing ROW? Are you suggesting removing the 5 ft sidewalks and incorporating a median island instead?

Please clarify this statement.

5) Taken from the text below: "Street Furnishings - "Include benches, kiosks, bollards, bike racks, planters, etc. Street furnishings provide pedestrians a place to rest and socialize. To enhance pedestrian activity, a main street may include places to sit, such as benches, low walls, planter edges or wide steps. The presence of pedestrian gatherings reminds motorists that streets have other public uses. Furniture layouts for sidewalks must place these objects away from the pedestrian path. **Tables for dining are not appropriate within Caltrans right of way except under a special event permit.**" (2) I include this last line because it calls into question the recent workshops presentation of a 17 foot sidewalk where the right of way had a sidewalk café present. If this isn't up to snuff with Caltrans then it should not have been presented as a benefit to extra large sidewalks. With a four lane alternative, much of the sidewalk will be 13.5 feet and allow plenty of room for street furnishings.

First, you are correct, tables and other items are not appropriate in the Caltrans ROW. For those that are unaware, once the highway construction is complete, Caltrans will be relinquishing a portion of their 80ft. right of way to Placer County. This portion will include everything outside of the curbs. Therefore, it will be Placer County who will regulate sidewalk uses.

NGO5-3  
cont.

NGO5-4

NGO5-5

NGO5-6

NGO5-7



Second, where will "much of the sidewalk be 13.5ft"? If you have a map that accurately depicts this information, please share it as many are probably interested. In addition, what do you consider to be "much"? Is that a percentage, a number of linear feet, a number of businesses, etc?

NGO5-8

Third, If these "visual cues" are meant to slow down traffic, where will they be positioned? I understand how cues can slow cars down. This is done by making drivers look away from their travel path and onto the sidewalks? So, are you suggesting we distract drivers more and cause more potential safety issues for pedestrians, bicyclists, other vehicles, and other drivers? As we all know, drivers already gape at the LAKE, so now we will try to get them to look in all directions and that is going to slow them down and make the highway safer? Please explain.

NGO5-9

These are simply a few of the questions I have regarding the statements below. I would love to attend the meeting tonight at the Fire Dept and help our community to understand the facts of the project, but instead, I will be attending a NTRAC meeting representing our beautiful Kings Beach Community to the region as a whole.

Thank you for considering my comments. I am more than happy to speak with anybody about the FACTS of this project and a vision for a better, safer, more economically balanced Kings Beach, and more beautiful Kings Beach at any time. If you made it this far, thank you!

-Dave Polivy - Kings Beach Business Owner and Resident

From: Jerry Joseph <JerryDinzes@yahoo.com>  
Reply-To: north\_tahoe@yahooogroups.com  
To: north\_tahoe@yahooogroups.com  
Subject: North Tahoe - Suggestion to Enhance Kings Beach!  
Date: Thu, 14 Jun 2007 00:28:20 -0700 (PDT)

## *Community Traffic Calming and Beautification Suggestions - GATEWAY DESIGNS*

- Gateways are a great method to turn a highway into a main street. It was expressed by the community that future Gateway planning should be completed as a public process. Three spots have been identified by the community which should host Gateway designs.

NGO5-10

1) At the south end of 267, just before the road reaches CA 28 or just before hwy 267 reaches Speckled Avenue. The intention of the location is to define the entrance to the Kings Beach and Tahoe Vista area. It would be an attractive feature to let drivers know they are at the entrance of the North Lake Tahoe community. (Though this out of the Kings Beach Commercial Core, traffic calming for the Commercial Core should commence before cars enter the project zone).

NGO5-11

2) At the west end of Kings Beach a design should be implemented with a reasonably sized Kings Beach 'monument'. This would be Kings Beach's grand entrance and should be well landscaped. The curb and road layout for this Gateway should be designed to act as a physical traffic calming treatment (possibly road narrowing, median, a slight horizontal deflection and a rumble strip).

NGO5-12

3) At the east end of Kings Beach, around Chipmunk or Beaver. This would

NGO5-13

define Kings Beach's other entrance and would be an excellent method to let the vehicles speeding down the hill know they are entering a community. (The design will have to account for vehicles coming off of the downhill slope, and the potential hazards of horizontal deflection and icy conditions.)

#### SIGNAGE

The Gateway is preferable, but we should have nothing less than signs that let people know not only where they are, but that Kings Beach is a 'Pedestrian Village'.

#### LANDSCAPED MEDIANS AND PEDESTRIAN ISLANDS

- Four lane divided (w/median) roads have lower accident rates than two lane undivided roads. Therefore four lane divided roads would be the best way to lower accident rates on our more dangerous blocks. Additionally, the mid-block crossing with a pedestrian island would reduce the crossing down to 22 ft crossings. Mid-block crossing with a three-lane alternative is 36ft (Bicycle lanes excluded from these figures).

#### CROSSWALK ENHANCEMENT

- The community had several ideas.

1) Crosswalks should be outfitted with recessed flashing lights. Once a pedestrian pushes a button, the flashing lights begin. The driver can not miss them, yet when the lights are not flashing they do not look as obtrusive as other pedestrian alerts. This would be highly effective in dealing with high pedestrian levels in the summer, but not as effective in the winter when there is less pedestrian activity.

2) An ornamental pole/pedestrian sign which lights up when activated

3) Raised crosswalks / Textured crosswalks increase the drivers awareness of pedestrians. With a stamped concrete crosswalk, there would be no need for CalTrans to paint our crosswalks, since they rarely do anyhow.

4) Pedestrian lights - Instead of adding signalized traffic lights at every intersection, pedestrian lights have been suggested at the intersections or at mid-block locations.

#### REDUCE SPEED LIMIT

- Lowering a highway speed limit is a lengthy process, but we must focus on it as goal. The speeds on Ca 28 in the Tahoe Vista and Kings Beach area need to be lowered to promote a better atmosphere for residents and businesses. We are a wonderful community and we deserve better than the treatment we get from commuters, as well as tourists.

The speed limit at the south end of hwy 267 should be lowered from Speckled Ave through Ca 28.

#### BETTER ENFORCEMENT FROM CHP AND PLACER COUNTY

#### DUMMY CAMERAS AT SIGNALIZED INTERSECTIONS

- At least it'll slow the city slickers down!

#### ORNAMENTAL SIGNALS

- These help create the mainstreet image which encourages people to slow down, as well as to stop and shop. Special Signals can sense when a vehicle is speeding, and flick an upcoming light to red. Others signals can be timed to keep traffic at 28 mph. A speeder would receive no advantage by speeding because he would hit the next red light before it turned green.

#### STREET FURNISHINGS

- These create that sense of place, something we want for Kings Beach. These include benches, planters and bike racks. There was a strong desire for trash receptacles.

#### MOVE THE BIKE BATH OFF OF CA 28

In some areas it is common practice to separate a bike bath from a main road. This increases bicyclist safety and makes the ride more enjoyable. The long term pathway plan could be to move the bike route into the residential part of town.

#### PHASE EVERYTHING PROPERLY

Everything doesn't need to be done in the first two years. We can continue beautify Kings Beach as time goes on, but it is important to have a concrete vision for Kings Beach and the timeline in which things take place.

NGO5-13  
cont.

NGO5-14

NGO5-15

NGO5-16

NGO5-17

NFO5-18

NGO5-19

NGO5-20

NGO5-21

NGO5-22

NGO5-23

NGO5-24

*How Big are the*

# Sidewalks?

With the four lane alternative presented by the County, and not including any sidewalks planned for side streets, the following has been determined: 34% of the sidewalk will be 5.5 ft, not including any enlargements business owners create on their own property. This smaller section of sidewalk is the portion paralleling the on-street parking. 61% of the sidewalks will be between 8.5 ft and 14 ft, generally weighing in on the higher end and not including any enlargements by business owners.

The state recommends urban areas with high pedestrian activity should have ten feet sidewalks. This recommendation is not as much for popping mountain towns, but for high density cities who need to entertain large amounts of sidewalk activity.

I believe that the sidewalk sizes presented with a four lane roadway will be successful in encouraging people to park their cars and take a walk. Yet another reason I don't believe the 8ft difference in width of the four lanes versus the two lane w/mid-block turning lane is going to provide such aesthetic gain that it is worth causing dangerous residential cut-through and traffic jams!

NGO5-25

## The Plan So Far.....

We will start with the improvements out of the project zone which need to be completed to slow vehicles down and create a sense of 'a mountain town' before vehicles reach the project zone.

**The Hwy 267 'North Shore Gateway' design** to be placed a reasonable distance north of Speckled (It is also suggested that this be just north of SR 28) -

**Why** - To define the community and let travelers coming down from Brockway Pass know where the community begins. This would be part of the process for reducing speeds on the south end of 267, which is predominately a residential highway (kind of an oxymoron, but the way it is). This gateway can have signage directing visitors to three locations - Tahoe Vista, Downtown Kings Beach, and the Kings Beach Industrial Drive.

**What Methods** - Lane Narrowing from Speckled to SR 28, Rumblestrip, Slight horizontal deflection with median or a landscaped neckdown (Both of these would create the space for the welcoming sign or Gateway Monument). All of these reduce speeds and are excellent lead ins to a mainstreet atmosphere.

**Extras** - A turning lane at Speckled Ave.

NGO5-26

**Reduce Speed Limit** - A focus needs to be on reducing speed limits in Brockway, Tahoe Vista, and on south Hwy 267. This will slow vehicles down before reaching the Commercial Core, as well as increase safety in our neighboring communities.

**Specific Reductions** - From Crystal Bay to Kings Beach; From Speckled Ave. to SR 28; and from Pinot Grande to hwy 267.

NGO5-27

**Narrow Lanes** - Lanes should be narrowed before the project zone as well. This is instrumental in slowing driver speeds and eventually our local highway speed limits. As to avoid the risk of increased accident rates, no roadways should be narrowed more than to an 11 ft width.

**Specific Narrowings** leading to the Project Area - On SR 28 just before Pinot Grande; 300 ft - 400 ft east of Park Avenue, Just North of Speckled Avenue.

NGO5-28



Next is the plan so far for town enhancement and traffic calming treatments for within the Project Area. There are additional suggestions which may be placed on the table, but the following seem like the most attractive and effective methods mentioned so far. -

**Kings Beach Gateway at West End** - This should be located just before the Griff Creek Bridge, before Secline (with our highest accident rate). A monument is suggested at this location, because this is our main entrance.

**What Methods** - Lane Narrowing before Secline (possibly the left turning lane leaving Kings Beach should be narrowed as well, if so we can gain 5 extra feet for a median or other method), Rumblestrip, Slight horizontal deflection with median and a landscaped neckdown (Both of these would create the space for the welcoming sign or Gateway Monument). All of these reduce speeds and are excellent lead ins to a mainstreet atmosphere.

NGO5-29

**Kings Beach Gateway at East End** - Intended to slow people as they come into town from a steep grade out of the Brockway Community. Though a steep grade makes certain traffic calming measures more difficult, this Gateway will serve as a visual cue to let drivers know they are in a pedestrian village. To define this Gateway a neckdown/bulbout method is suggested with landscaping and appropriate signage. Rumblestrips should be incorporated into the Gateway.

NGO5-30

Though the pedestrian activity is light at the Chipmunk and SR 28 intersection, a raised crosswalk following the East Gateway would be helpful to slow vehicular traffic down and promote business on the East side of town.

**Mid-Block Crossing Locations** - 22 foot speed tables will reduce speed and accident severity. They will also increase awareness of pedestrian crossings. These should be placed at the SR 28 mid-block locations between Secline St. and Deer St.; Coon St. and Fox St; Fox St. and Chipmunk St. (Initially it is not recommended to have mid-block crossing between Coon St. and Bear St., or Deer St. and Bear St.)

NGO5-31

**Why** - To slow vehicles down at locations with high pedestrian accident rates, and to decrease speed before our intersections.  
< B>

**Medians and Pedestrian Islands** - Would reduce the length of mid-block crossing below what the three lane alternative offers, as well, four lane divided roads have lower accident rates then three lane undivided roads. These should be located at the above mentioned mid-block locations.

NGO5-32

### **Crosswalk Enhancements**

- Though the above mentioned would provide an acceptable level of safety at mid-block locations, other crossing enhancements could be added.

NGO5-33

**Raised Crosswalks** - At the SR 28 intersections at Chipmunk, Deer and Secline, a raised crosswalk and/or recessed flashing lights should be considered.

NGO5-34

### **Time Signals**

- This would control speed at the Commercial Core's center, between Bear St. and Coon St.

NGO5-35

**Beautify** - Make Kings Beach feel like a Village with decorations, ornamental signals, and quality landscaping. This will slow people down and encourage them to stop. Landscaping rows of trees along the roadway, is said to slow

NGO5-36

speeds down because they make drivers feel like they are going faster than they are.  
Please contact the Kings Beach Business and Citizen's Alliance to add to this list.

NGO5-36  
cont.

## Physical Traffic Calming Treatments for Kings Beach

**Narrowing (Not Reducing) Lanes** - "Lane width plays an important role for both motorized and non-motorized users. Wider lanes tend to improve driver comfort. .... Reduced lane widths in combination with other traffic calming measures may encourage slower speeds, which is desirable for a main street." (2)

NGO5-37

**Synchronized Signals** - Can be timed to regulate traffic flow at a lower speed. With speed reductions, the severity risk in accidents is reduced.

NGO5-38

**Textured Intersections** - "Textured and colored pavement includes the use of stamped pavement or alternate paving materials to create an uneven surface for vehicles to traverse. They me be used to emphasize either an entire intersection or a pedestrian crossing, and are sometimes used along entire street blocks. Textured pavements are good for "main street" areas where there is substantial pedestrian activity" (1)

NGO5-39

**Neckdowns or Bulbouts** - "Neckdowns are curb extensions at intersections that reduce the roadway width from curb to curb. They "pedestrianize" intersections by shortening crossing distances for pedestrians and drawing attention to pedestrians via raised peninsulas. They also tighten the curb radii at the corners, reducing the speeds of turning vehicles. They are good for intersections with substantial pedestrian activity." (1) These help to lower accident severity rates.

NGO5-40

**Rumblestrips** - Inverted rumblestrips are intentional divots in the road which cause vibrations and may be used to gain a drivers attention upon entry to Kings Beach or before an intersection with pedestrian crossing. They are effective in reducing vehicular speeds. If at any time in the future, pedestrian mobility appears it could be stable without rumblestrips, it would be an inexpensive task to remove them. These help to lower accident severity rates.

NGO5-41

**Lower the Speed Limit** - Pretty self explanatory, yet a lengthy process.

NGO5-42

**Raised Crosswalks** - A raised crosswalk can be made to look nice by using textured materials. Raised crosswalks are good for locations where pedestrian crossings occur at haphazard locations and vehicle speeds are excessive." (2). A 22 foot speed table would make for safe crossing at mid-block locations, and would not hinder fire trucks.

NGO5-43

"For a 22-foot speed table:

Average of 18% decrease in the 85th percentile travel speeds, or from an average of 36.7 to 30.1 miles per hour; (from a sample of 58 sites).

Average of 45% decrease in accidents, or from an average of 6.7 to 3.7 accidents per year (from a sample of 8 sites)." (1)

NGO5-43  
cont.

**Raised Intersections** have positive aesthetic value but do not show the reduction in speeds we would like to see, though studies are limited. It is conceivable that the safest spots for pedestrian crossing may be located mid-block.

NGO5-44

#### References

1) Trafficcalming.org - A link to not all, but several different types of traffic calming tools.

2)

<http://www.dot.ca.gov/hq/opnd/context/main-streets-flexibility-in-design.pdf> - This document is an excellent lead in to our situation in Kings Beach. It discusses when a Highway becomes a Mainstreet.

## Beautification and/or Traffic Calming Enhancements

**The Village Effect** - This is the thing many yearn for, and what it really comes down to a sense of community. It is one thing for the community members to realize that they are part of a town, and another for out-of-town visitors to enter into the Kings Beach/Tahoe Vista area and realize that they are driving into a community.

While there is no need to look European or like the Village at Squaw, **Kings Beach does need to solidify its Mountain Town Image!** Visual Cues through beautification can relay this image.

NGO5-45

**Visual Cues** - "Visual cues help drivers recognize that they are entering an area of increased pedestrian, bicycle or other non-motorized activity, and in combination with other traffic calming measures may reduce vehicle speeds. **Visual cues encourage motorists to park and experience the main street amenities.**" (2) CalTrans goes on to list such cues.

**Kings Beach Gateway Treatment** - This treatment would involve a sign/monument at the entrance to town telling people that they are entering the Fabulous Mountain Town - Kings Beach. The sign/monument should be landscaped appropriately. It could be placed in a center median at the entrance to town or in a bulbout, both of which would have traffic calming properties.

NGO5-46

**Street Furnishings** - "Include benches, kiosks, bollards, bike racks, planters, etc. Street furnishings provide pedestrians a place to rest and socialize. To enhance pedestrian activity, a main street may include places to sit, such as benches, low walls, planter edges or wide steps. The presence of pedestrian gatherings reminds motorists that streets have other public uses. Furniture layouts for sidewalks must place these objects away from the pedestrian path.

NGO5-47

**Tables for dining are not appropriate within Caltrans right of way except under a special event permit."** (2) *I include this last line because it calls into question the recent workshops presentation of a 17 foot sidewalk where the right of way had a sidewalk café present. If this isn't up to snuff with Caltrans then it should not have been presented as a benefit to extra*



### large sidewalks.

With a four lane alternative, much of the sidewalk will be 13.5 feet and allow plenty of room for street furnishings.

NGO5-47  
cont.

**Street landscaping** - "Makes downtowns more livable, beautiful and unique to the town. Quality landscaping along the roadway, close to the highway or in medians can increase driver awareness of the immediate environment and may alter driver behavior, resulting in slower speeds and a safer main street. A row of trees may calm traffic by making the road appear narrower." (2)

NGO5-48

**Decorative Lights and Traffic Lights** - "Decorative lighting fixtures enhance a downtown's unique sense of place. Decorative lighting or traffic signal fixtures may be used provided they meet current federal and state safety standards." (2)

NGO5-49

**Time to get rid of the old, standard street lights and traffic signals and update with new decorative units which convey Kings Beach has that 'unique sense of place'.**

**Pedestrian Signs** - Increase awareness of drivers and reduced speeds. (2)

NGO5-50

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I never doubt that a small group of thoughtful, committed citizens can change the world. Indeed, it is the only thing that ever has... Margaret Mead

Whenever the people are well-informed, they can be trusted with their own government;... whenever things get so far wrong as to attract their notice, they may be relied on to set them o rights." ... Thomas Jefferson to Richard Price, 1789. ME 7:253

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**From:** north\_tahoe@yahoogroups.com on behalf of Gary K  
**To:** north\_tahoe@yahoogroups.com  
**Cc:**  
**Subject:** Re: North Tahoe - SV Village  
**Attachments:**

**Sent:** Thu 6/14/2007 4:05 PM

Brad,  
Can you render an opinion on Tahoe City businesses? We have heard many opinions about if they are doing well or not?

Gary K

— Original Message —

**From:** Brad Hester  
**To:** north\_tahoe@yahoogroups.com  
**Sent:** Thursday, June 14, 2007 3:57 PM  
**Subject:** Re: North Tahoe - SV Village

My wife and I were invited to, attended and analyzed the numbers of both "launches" of commercial space for lease at the SV Village. I have been a commercial and residential real estate broker here for 25 years and have analyzed, marketed and sold many local businesses. Each time we researched the Village, we came away with the same conclusion: Retail would struggle there until all units are sold or until Squaw has further development or draw. Additionally, my brother-in-law was finishing up his MBA and actually did his master's thesis on the viability of a retail store in the Village. His conclusion was similar to mine: retail in Squaw Valley (the Village) will only have a chance of being successful if/when ALL phases are completed and sold out. Until that point in time, it would be very risky. Obviously, as we all know, all phases were never completed and stand an excellent chance of never being built. It's still a risky operation out there. Restaurants are different as the people that are there find it easier and safer to eat and drink on site than go out to Truckee or the lake. On the other hand, the 7/11 at the SV turn off is wildly successful (presently for sale if one wants a SUCCESSFUL Squaw Valley business) and one of the top grossing stores in the district as it sells normal, non-tourist goods that both tourists and locals need on a daily basis. Our store, Geared For Games in the Boatworks most certainly does about 70% of its business from tourist dollars and summers at the lake are a huge % of that. Squaw's summer business simply can't compete. We obviously passed on the leasehold opportunity.

Not sure where this question originated but I certainly have an opinion based on experience.

Sincerely, Brad Hester, Real Estate Broker

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NGO5-51

— Original Message —

**From:** Paul Vatisas  
**To:** North Tahoe list  
**Sent:** Thursday, June 14, 2007 10:59 AM  
**Subject:** North Tahoe - SV Village

In response to a previous question.

When the Village at Squaw Valley was built, both local and external businesses were invited to bid on the leases. The lease terms provided by Intrawest as landlord were quite aggressive (the higher of a minimum monthly rent or a percent of profits). Some local businesses signed up for these leases, but many passed.

NGO5-52



A number of externally-based businesses did come to the Village (Balboa Cafe, Starbucks) and appear to be doing well. However there is only so many meals that can be consumed by the visitors to the Valley and so folks eating and drinking at the new eateries took customers away from pre-existing locally owned businesses like Salsa. Many of the locally owned businesses that were there before the Village have now closed their doors as the facilities in the Village are newer and more concentrated. This is simply capitalism at work, but it did change the balance of business ownership.

NGO5-52  
cont.

7V

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**To:** Placer County Board of Supervisors

**Date:** June 15, 2007

**Subject:** Kings Beach Commercial Core Improvement Project Recommendation from the Main Street Economic Restructuring Committee

The North Tahoe Main Street Economic Restructuring Committee was formed in the summer of 2003 for the expressed purpose of business retention, expansion and recruitment. The Economic Restructuring (ER) Committee has been analyzing the four alternatives of the Kings Beach Commercial Core Improvement Project (KBCCIP) from two primary perspectives: (1) economic revitalization and (2) funding the ongoing maintenance of streetscape amenities that are selected for the project. Given the mission of the Economic Restructuring (ER) Committee, economic revitalization was the primary criterion that this committee considered in forming a recommendation. While the committee has been identifying various possible funding mechanisms for maintaining whatever streetscape improvements result from the project, this phase of the project does not yet include the more detailed design considerations that will require ongoing maintenance. Because this phase of the project is focused on the selection of an alternative, this letter serves as the ER Committee's recommendation for an alternative that best meets the needs of the community.

The Main Street ER Committee recommends an integrated solution of Alternatives 2 and 4 based primarily on the business and economic benefits that could be achieved, and based secondarily on the civic benefits to the residents and visitors to our community. The recommended integration of Alternatives 2 and 4 includes a hybrid parking and sidewalk solution where some of the commercial core will have wider sidewalks in more heavily traveled pedestrian areas and at crosswalks, and will have street parking and narrower sidewalks outside the view corridor to accommodate additional parking for business patrons along the main road. Our recommendation also includes several features and elements not specifically addressed in either of these two solutions as currently defined. These additions are based on concerns expressed publicly by local businesses and residents at the Pathways 2007 Place Based Planning workshops in 2006 and 2007 and the KBCCIP Public Workshops facilitated by the Sierra Business Council in 2007. These elements not currently included in either alternative are (1) some enforceable short-term *year-round* parking on Highway 28 as well as (2) a traffic management plan for the back streets in "The Grid" that is *within* the scope of the KBCCIP such that traffic impact on those residential neighborhoods is proactively planned for and mitigated.

NGO6-1

NGO6-2

One of the most important reasons for recommending a 3-lane solution with roundabouts is the pedestrian-oriented design that considers alternative non-motorized transportation (i.e. pedestrians and bicyclists) as important as automobiles. The 3-lane configuration with roundabouts is more pedestrian-friendly in that it (1) offers a shorter pedestrian crossing distance across the highway, (2) there are resting spots in the middle of the road at pedestrian crossings before and after roundabouts, and (3) fewer lanes and roundabouts serve to slow traffic speed while driving through town.

NGO6-3

Planning and transportation data collected in the past decade from a wide variety of communities consistently evidence the economic benefits gained by communities designed for walkability. Many downtown commercial areas throughout the country have reduced the number of traffic lanes in the past decade so as to slow traffic, widen pedestrian walkways and better serve pedestrians. According to community planning expert Dan Burden of Walkable Communities, Inc., "Walkability is the cornerstone and key to an urban area's efficient ground transportation. Every trip begins and ends with walking." While our community has many automobiles pass through its downtown corridor, it is ultimately pedestrians who patronize our local businesses – people must get out of their cars or buses to experience and use our downtown area. Whether they work, shop, socialize or recreate, people are more attracted to pedestrian-friendly downtowns that are safer, more enjoyable and more livable environments. If we design our

NGO6-4

infrastructure to cater more to pedestrians, we serve to create more of a walkable *destination* that invites more people to get out of their cars and experience our community on foot.

Lake Tahoe and our public state recreation beach area are the most vital natural, social and economic assets of Kings Beach, and they are currently the primary destination in our community. By facilitating pedestrian access to our beach and the lake, we invite more residents and visitors to our downtown area, which then serves to stimulate business activity. Our local economy is comprised mostly of small businesses, and current data shows that small businesses thrive on walkable downtowns with a mix of retail, housing, restaurants, and offices. Our local businesses could significantly benefit from more people living and visiting the downtown commercial area where they could work, shop and spend their dollars there.

NGO6-4  
cont.

Public investment in a pedestrian-oriented architecture can serve to stimulate private investment and reinvestment in our downtown area. Once public investment is committed, private investment in mixed use and commercial properties will follow. Vacancy rates that result from outdated building stock and lack of modern infrastructure will then decrease, as there will be more appropriate property and space for businesses to use, whether it be retail or office. Downtown Lodi attributes its successful economic revitalization that includes 60 new downtown businesses, a drop in vacancy rate from 18% to 6%, and a 30% increase in downtown sales tax revenue to its \$4.5 million public-private pedestrian-oriented project.<sup>1</sup> With increased (re)investment in our commercial downtown, property values will also appreciate based both on lifestyle desirability for a walkable community and on business viability with 21<sup>st</sup>-century infrastructure. Because the Kings Beach commercial core is a redevelopment district, tax increment financing (TIF) from increased property taxes can then be reinvested back into our community to support economic redevelopment, business recruitment and retention, and housing.

NGO6-5

Today, Kings Beach is the only commercial downtown area in the entire North Tahoe region that has more than a 2-lane or 3-lane configuration, and, sadly, also has the most pedestrian fatalities. Incline Village, Crystal Bay, Carnelian Bay, Tahoe City, Homewood and Truckee all have no more than 2 or 3 lanes in any of their downtown commercial areas, and some of these communities have a higher residential population and similar, if not more, traffic than Kings Beach. For Kings Beach to have a 4-lane configuration to better satisfy automobile traffic locally does not solve the regional traffic management challenges. If Kings Beach is to be a destination community that will enjoy a more sustainable local economy, it cannot be the only community in the region to have a 4-lane highway passing through it. In terms of the use of roundabouts, many commercial downtowns are using this design to facilitate traffic flow through the area while slowing the speed of traffic simultaneously. Planning for its significant growth, Truckee continues to implement roundabouts at heavily traveled intersections to manage the ebbs and flows of its traffic volumes most effectively during peak and off-peak periods.

NGO6-6

NGO6-7

The integrated solution of Alternatives 2 and 4 allows for a varied sidewalk width throughout the downtown that can utilize the road and sidewalk space most efficiently, and some parking on the main street outside of the scenic corridor would allow patrons better access to local businesses. This compromise of limited parking could provide more parking spaces in the immediate vicinity to the main street businesses, as well as additional delivery zones or customer pick-up zones. We also advocate for some enforceable short-term year-round parking in the downtown area, given that the summer is the peak season for visitors and more parking spaces will be required to accommodate more visitors to Kings Beach as a destination instead of a pass-through. Wider sidewalks could then be designated in the core recreational area to keep the view corridor open and to facilitate access to our recreational assets. Wider sidewalks could also exist at all pedestrian crossings to minimize crossing distance on the highway.

NGO6-8

The ER Committee also recommends that more back street parking than what is currently planned be provided, with a balanced geographical distribution of parking spaces throughout the

NGO6-9

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<sup>1</sup> Local Government Commission Center for Livable Communities, Lodi Case Study, [www.lgc.org](http://www.lgc.org).

commercial area. Additional parking on the back streets can alleviate the loss of some of the main street parking spaces, whether this is achieved by the acquisition of more land dedicated to parking, by multi-storied or underground parking, or a mixed use of multi-storied parking with business or residential above or in front. Economic benefit can result from more backstreet parking as well, given the expansion of commerce between the main street and the parking facilities. Clear way-finding signage to back street parking should also be included to facilitate traffic flow on Highway 28 for visitors looking for parking.

NGO6-9  
cont.

Lastly, the ER Committee recommends that a traffic management plan be developed within the scope of this project for the residential backstreets as a proactive mitigation measure for projected traffic flow changes. By addressing the impact of the projected traffic flow changes up front, we can ensure that our residential streets are also more pedestrian-friendly and safer for our residents. This committee believes that some year-round parking coupled with a traffic management plan for the surrounding streets optimally addresses the stated concerns of businesses who desire more parking within the proximity of their businesses and the stated concerns of residents who require that residential back streets are no less safe than they are today as a result of this project.

NGO6-10

In summary, the ER Committee recommends a 3-lane solution with roundabouts, because it best supports economic revitalization, it serves business interests more effectively by a pedestrian-oriented infrastructure, and it allows for a safer, more inviting pedestrian experience. We include the parking variations on the alternatives as currently defined to better accommodate local business interests and the traffic management plan to ensure safety to our residents. All of these reasons serve to create more vibrant local economy as well as a more desirable residential and vacation community. Regardless of which alternative is selected by the decision-makers, we also request that the community be allowed to continue to participate in the design specifics of whatever project is adopted.

NGO6-11

Thank you for your consideration,

The North Tahoe Main Street Economic Restructuring Committee:

John Bergman  
Dave Ferrari  
Sue Kyler  
Nathan Plunkett  
Carol Savary, Chairperson  
Allana Spencer

**Kevin McDermott***TO: TRPA*

**From:** "Kevin McDermott" <mcdermottas@charter.net>  
**To:** "John Shuff" <jshuff@charter.net>  
**Sent:** Sunday, June 17, 2007 7:56 AM  
**Subject:** Fw: Kings Beach Core Improvement Project Comments

----- Original Message -----

**From:** Kevin McDermott  
**To:** jharnes@trpa.org  
**Cc:** jsinglaub@trpa.org ; bkranz@placer.ca.gov ; jmotamedi@yahoo.com ; bcombs@placer.ca.gov ; foxglove@etahoe.com ; shelly@tristatecommercial.com ; abiaggi@dcnr.nv.gov ; sosexec@sqs.nv.gov ; norma.santiago@edcgov.us ; mcdermid@charter.net ; mikehweber@sbcglobal.net ; jeromew@innercite.com ; syount@fortifiber.com  
**Sent:** Sunday, June 17, 2007 7:45 AM  
**Subject:** Kings Beach Core Improvement Project Comments

Hi Jon,

I have been a resident of Kings Beach since 1993 and my wife, 5 children and I live on Brook Avenue near Coon street. I have also managed or owned business in Kings Beach for over the past decade.

I have been involved in the KBCIP process since the very beginning and I would like to say the Sierra Business Council did an exceptional job with their series of workshops. They were objective, unbiased and dis-passionate about the outcome. Although I tried to get members of the Sierra Business Council team to comment on which alternative they personally preferred, none of them would even provide a hint of their preference. Even when I had conversations with them outside of the workshops and in a personal setting, they would not say which alternative they preferred. The same can be said for Ken and Dan of Placer County, who were also objective, unbiased and dis-passionate about the outcome of the process.

NGO7-1

Brook Avenue will be the most impacted residential street in Kings Beach as it is planned to be a one way street no matter which alternative is chosen, therefore my family will also be significantly impacted by the changes.

NGO7-2

With all that said, I must say that I am strongly in favor of the consensus recommendations of the Sierra Business Council for the blending of alternatives #2 and #4. Wide sidewalks, bike paths, three lanes and roundabouts would put the polish on the diamond in the rough known as Kings Beach.

As a Real Estate Appraiser who is very familiar with neighborhoods in the Tahoe Basin (both North and South Shores), I have to say that Kings Beach has the greatest potential to showcase Lake Tahoe and its beauty due to its large beach and the State Park. I see Kings Beach as the future North Shore hub for water transportation systems. It is also my well educated opinion that Kings Beach has also been the most neglected place around the lake. When I think of Placer County and other government agencies and the way they have treated Kings Beach, the biblical quote "pearls before swine" always comes to mind. That quote describes the apparent blindness or apathy to Kings Beach's potential. It is very exciting to see Kings Beach finally get some long over due attention.

NGO7-3

I was recently invited to a meeting of some group that called themselves something like Concerned Citizens of Kings Beach. This group is trying to hijack the process after the process had been nearly completed. I attended their meeting and it was obvious that it was a stacked meeting in favor of a 4 lane alternative. Although I did recognize some supporters of the 3 lane consensus outcome of the process, it seemed I was the only vocal supporter of it. It made my blood boil when one of the moderators of this meeting said "The process should be thrown out because all of us are busy locals and many have children, therefore they did not have time to attend the workshops". As a father of 5, who also coaches, is a scout leader, is involved with his church, is chair of the North Tahoe Recreation & Parks Commission, who developed and physically built a Disc-Golf Course at the Regional Park this year, all while working approximately 70 hours a week, I still made the time to attend the workshops. The truth is simply that they choose not to come to the workshops. It is selfish for them to expect the consensus outcome of the process to be overturned.

NGO7-4

This meeting was full of FEAR (False Education Appearing Real), and the vocal minority is putting together a last minute campaign to gather signatures and send you letters & e-mails to try and convince you that the locals want the 4 lane alternative. The problem with this is that all of the supporters of the consensus outcome as presented by the Sierra Business Council think the process is over and they are not aware of any 6/18/2007 TRPA public comment deadline. If you are bombarded with last minute public comments in opposition to the Consensus Outcome as presented by the Sierra Business Council, just keep in mind this is a vocal minority that made several decisions not to attend the workshops and be part of the

NGO7-5

6/17/2007

FROM :

FAX NO. :

Jun. 18 2007 05:31PM P2

Page 2 of 2

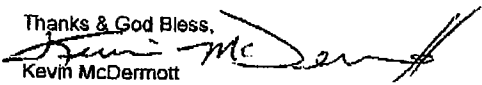
process.

Please do not let this vocal minority hijack the process after the process has been completed. To do so would be a slap in the face to all of those concerned citizens who made decisions to attend the workshops and be a part of the process.

NGO7-5  
cont.

I beg you to honor the numerous hours of very valuable time spent by those who participated in the process.

Thanks & God Bless.



Kevin McDermott

Vice-President

Kings Beach Community Action Committee

(530) 546-7239

President

Tahoe Valuation Services, Inc.

(530) 546-3508

6/17/2007

**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Comments RE Kings Beach commercial core improvements EIR

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**From:** Dave Berry [mailto:DBerry@ntpud.org]  
**Sent:** Mon 6/18/2007 8:35 AM  
**To:** Jon-Paul Harries  
**Subject:** Comments RE Kings Beach commercial core improvements EIR

John,

I live a couple of blocks from Hwy 28 in Kings Beach. Like everybody I hate to spend time in traffic, but the existing configuration of the highway in Kings Beach is unsafe for pedestrians and drivers. Only a small percentage of drivers look for and yield to pedestrians wait at the cross walks to cross. It is treated as a four lane interstate by a majority of drivers, who use the inside lane as a fast lane. And when traffic is heavy, both inside lanes become defacto turn lanes slowing traffic. I feel that either three lane alternative will make traffic flow better and allow for safer for pedestrians to cross. I feel that the core also needs on the street parking more than it needs wider side walks. And I think that a compromise can be reached where parking is provided where needed and wide sidewalks can be installed in some areas where there is room and off street parking is more readily available.

NGO8-1

NGO8-2

Thank you for your time.

David

David T. Berry  
 Engineering Technician

North Tahoe Public Utility District  
 875 National Avenue  
 PO Box 139  
 Tahoe Vista, CA 96148  
[dberry@ntpud.org](mailto:dberry@ntpud.org)  
 (530) 546-4212 phone  
 (530) 546-2652 fax

**Shannon Hatcher**

---

**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:25 AM  
**To:** Dan LaPlante  
**Subject:** FW: SIERRA CLUB COMMENTS: KINGS BEACH COMMERCIAL CORE

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**From:** Michael Donahoe [mailto:donahoe@charter.net]  
**Sent:** Mon 6/18/2007 4:03 PM  
**To:** Jon-Paul Harries  
**Cc:** Bruce Kranz  
**Subject:** SIERRA CLUB COMMENTS: KINGS BEACH COMMERCIAL CORE

Dear Mr. Harries:

Thank you for the opportunity to comment on the Kings Beach Commercial Core Draft EIR/EIS.

In general, TASC supports rehabilitating already disturbed land rather than building on raw land, for it is raw, undisturbed land that for millennia has filtered out pollutants and kept Lake Tahoe clear. Undisturbed land has been Tahoe's BMP of choice for centuries. So redevelopment projects like the one in Kings Beach are to be encouraged.

NGO9-1

With regards to Kings Beach, the "purpose and need" identified in the EIR/EIS is "to address bicycle and pedestrian circulation, preservation of scenery, and water quality needs within the Kings Beach Commercial Core area in a manner consistent with the Kings Beach Community Plan."

The goals of that April 1996 Kings Beach Community Plan are included at the end of these comments. One of them is to "Reduce dependency on the automobile and improve the movement of people, goods, and services within Kings Beach and the Region consistent with the economic and environmental goals of the Community Plan."

NGO9-2

The Tahoe Area Sierra Club (TASC) supports both the intent identified in the "purpose and need" and also the goal of reducing dependence on automobile use. Achieving this latter goal not only in Kings Beach but throughout the Basin is critical if we are to save Lake Tahoe.

Another Kings Beach Community Plan goal is to "Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Kings Beach and the Region." It is TASC's contention that since Lake Tahoe is a national treasure, owned by all the citizens of this country, that any development around the lake should also be compatible with national values, and contribute to the general public's reasonable use and enjoyment of this Basin.

NGO9-3

It appears that is the case for this project.

Given that, and given that none of the alternatives stand out as far superior to the others in terms of helping achieve TRPA Thresholds, TASC believes that the Kings Beach and adjacent communities should have a major say in which alternative to choose.

NGO9-4



If it were left up to us, we would recommend either Alternative 2 or Alternative 4.

For the following reasons:

- we will never get people out of their cars if we don't start providing attractive alternatives
- the City of Albany California reduced the 4 lanes on Marin Ave to 3 and have found that though cars may move more slowly, they get to their destination more quickly. And smoothly, with less stop and go traffic caused by vehicles turning left. Less braking, less accelerating, reaching your destination more quickly. These are good things that benefit both the environment and the community;
- A 3-lane alternative is also easier and safer to navigate for members of the public who are trying to access their beaches and lake (not to mention traveling back and forth for shopping ventures);
- We need to attract visitors and businesses with environmental consciousness who will become part of the solution here at Tahoe, not part of the problem. Eco-tourists and eco-businesses are not drawn to drive-through, business-as-usual communities.

NGO9-5

Thank you for considering our comments.

Sincerely,

Michael Donahoe, Conservation Co-chair

Tahoe Area Sierra Club

## **1996 KINGS BEACH COMMUNITY PLAN GOALS, OBJECTIVES, AND POLICIES**

The foundation of the Community Plan are the goals, objectives, and policies. These elements establish the parameters that guide the formation of the Plan.

Kings Beach has historically been one of the primary commercial and recreational centers of the Tahoe basin and should continue in that role. Being one of the oldest communities in the basin, however, it is a community ready for rehabilitation and revitalization in a number of ways. The development of this Community Plan and the establishment of the Placer County Redevelopment Agency serve as two precursors of

the potential that lies ahead for Kings Beach.

In addition to the goals of the Compact and the goals of the Regional Goals and Policies Plan, the following goals are adopted for the Kings Beach Community Plan. The related objectives for the goals are listed in the Community Plan Element. The objectives are implemented by specific and enforceable policies.

Urban Design and Development Goal: Ensure the design elements of new, remodeled and rehabilitated development are compatible with the scenic, recreation, and community values of Kings Beach and the Region.

Traffic Circulation and Parking Goal: Reduce dependency on the automobile and improve the movement of people, goods, and services within Kings Beach and the Region consistent with the economic and environmental goals of the Community Plan.

Public Service Facilities Goal: Public services and facilities should be upgraded to support existing and new development and to ensure attainment of environmental targets.

Commercial Development Goal: Maintain a balance between economic health and the environment by correcting past deficiencies in land use and being responsive to the needs and opportunities of Kings Beach.

Recreation Goal: Preserve and enhance the high quality recreational experience of Kings Beach and the Region.

From: Kings Beach Business and Citizens Alliance

To: Steve Poncelet, President, Sierra Business Council  
All Board of Directors of the Sierra Business Council

Date: June 18, 2007

Dear Mr. Poncelet and Members of the Board,

This letter is in response to the recent workshops your organization conducted in Kings Beach for the Core Improvement Project. Although your organization may have an honorable mission, this particular function was a breach of public process and brings into question the authenticity of your mission. The following concerns support this contention.

NGO10-1

#### Choice of Neutral Moderators/Facilitators

In the introduction at the first workshop on May 1, 2007 Steve Frisch and Dave Polivy were identified as the "neutral" moderators/facilitators of the workshop. However, Dave sat on the North Tahoe Business Association (NTBA) Design Review Committee for many months prior to the workshop and was the strongest advocate for the 2-lanes/roundabout idea. One of our members was present when Gordon Shaw recommended to this committee, in response to their question, that they go with the 4-lane alternative and all the enhancements possible. Dave insisted that the 2-lanes/roundabout would slow traffic, provide pedestrian and bicyclist safety, and the wide sidewalks for business prosperity, which has some validity without regard for traffic and parking consequences. Alternative 3 (the enhanced 4 lane) would maintain current capacity avoiding all negative repercussions, and still slow traffic, make even safer pedestrian and bicyclist crossings, have wide meandering sidewalks, landscaping, benches, street lights, etc. His advocacy for your vision is well known as is his employment by your organization.

NGO10-2

#### Lack of Proper Notice

These public meetings were carefully designed as "workshops" and not public hearings, which conveniently avoided more strict rules regarding public notice. Because SBC was hired by Placer County, and paid for by our property taxes, we believe your program should reflect a true public process. Instead, SBC ran the meeting as a private organization, controlling the agenda and the proceedings to simply achieve your private goal. On the postcards that were presumably mailed to all local post office boxes were the words "You are invited to come and learn about the roadway alternatives and make your voice heard." There was no mention of narrowing alternatives as early as the second workshop in English, or reaching a "community consensus" to be conveyed to the Board of Supervisors as factual.

NGO10-3

## Propaganda

Propaganda is defined as “information and opinions spread to influence people in favor or against some doctrine or idea.” Beginning with the first workshop the language and content were carefully chosen, replete with half truths, misstatements, advocacy of a general concept without regard for applicability to our local circumstances. Similar to how a marketing department extols the benefits of their product, downplays any problems, leads the conversation away from competitors, and avoids any context that may shed a different light on their product, Steve and Dave performed this well. The positive qualities of 2-lanes/roundabouts were always compared to the existing undeveloped 4-lane road today, which none of us want either. Many of us were told during the workshop that focusing on 4-lane enhancements was not part of the agenda. The assumption obviously was that only the 2-lanes/roundabout could solve the problems with the current undeveloped roadway.

NGO10-4

Technically it is not a 3-lane alternative. Alternatives 2 and 4 have only a single through lane with an intermittent center turn lane. The roundabouts are single lane, urban, compact with concrete dividers that preclude setting cones to allow two full lanes of traffic to go in one direction. Tahoe City does this when their traffic has extreme peaks because they have 3 lanes of through capacity.

NGO10-5

Steve said numerous times, “Think of it this way,” “We want you to look at it this way.” These are telltale signs of directing a customer’s thinking process. While informing the audience about roundabouts and pedestrian crossings the word “stop” was never used, only the mantra that with roundabouts the traffic always flows. Even though a thought experiment envisioning a string of pedestrians will cause the flow to stop. The heavier the pedestrian use the more the traffic will stop. We have many more examples.

NGO10-6

The concept of roundabouts was presented in general, not as it applies to SR28 through Kings Beach. Numerous examples were cited to support the general case as if this were sufficient evidence to adopt a single lane version in our particular case. In answer to a direct question from one of our members about the location of a single lane roundabout that handles our specifications of 30,000 veh/da and 3-400 ped/hr, Steve said there isn’t one. The application of a single lane roundabout in Kings Beach is experimental, with no evidence it can function.

NGO10-7

The roundabout in Park City, Utah was presented at the workshop as an example in an alpine, resort environment. One of our members traveled to Park City to investigate and met with Eric DeHaan, P.E., City Engineer. The roundabout is a double lane, vehicle roundabout like in Truckee near I-80. It is located a few blocks east of “Main Street” at the confluence of two highways and one small road. Eric stated they would never consider a roundabout in the commercial core because heavy pedestrian crossings and roundabouts don’t mix, and their traffic flow is only 5000 cars per day. Any of you may call him and get the facts of Park City’s roundabout. The point is that Park City is an example of why the 2-lanes/roundabout change will not work in our particular circumstances.

NGO10-8

### Claimed "Community Consensus"

This is the most significant misrepresentation perpetrated on our community ever. At the second workshop your moderators staged an investment exercise where each participant was given \$1000 to "invest" in an alternative (by placing the play money in the appropriate box). Steve repeatedly said tongue-in-cheek that this was not a vote. But it was used as a vote to "narrow" the alternatives and eliminate the 4-lane alternative from further consideration. It was actually a way of workshop attendees to express which of the 2-lanes/roundabout version they preferred. But SBC informed the Sierra Sun that a "community consensus" had been reached. This maneuver triggered a reaction that spawned our organization and generated more public distrust of Placer County and what they believe constitutes authentic public process. How can Sierra Business Council expect credibility when such an elaborate charade is perpetrated on our community? The only people who thought it was a fair process were those persuaded by this sales presentation. SBC has succeeded in polarizing the community, and we will inform other communities to beware.

NGO10-9

Our community will try to mend itself. Your organization's task could have been implemented so much better if you had understood our area more deeply, and came from a truly neutral position. SBC could have informed people about the traffic study, about the nature and differences of roundabouts, and how the existing capacity can be maintained while reducing speeds, having the safest pedestrian crossings, encouraging walkability with wide sidewalks. Aesthetic improvements such as planters, benches, street lamps, creative trash receptacles, etc. can all be done without congestion, cut through traffic, or 108 extra parking spaces in the residential neighborhoods.

NGO10-10

NGO10-11

Our community's redevelopment is just beginning and we know there will be cumulative impacts of growth within the region. We all know well the unique beauty in Kings Beach and accept the responsibility to preserve and enhance the beauty, functionality, and scale that promotes a real village as opposed to the urban, high rise, high density feel. Your ideology of high density development to preserve open space may apply elsewhere, but our community is different. We have lived with the most strict land use regulations in the country and stopped urban sprawl long ago. With limited roads, infrastructure, and parking, very little vacant land for new development, and unique environmental constraints on all our properties, your high density development vision will not succeed at North Lake Tahoe. Any ideological vision must be grounded in practical reality and the specific realities of the community and our Community Plans.

NGO10-12

We hope you learn more about an area and its people in the future and do not further violate the public trust when receiving public funds for a task that properly functioning government should perform.

David McClure, Spokesperson  
Kings Beach Business and Citizens Alliance

**Shannon Hatcher**

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**From:** Jon-Paul Harries [jharries@trpa.org]  
**Sent:** Friday, June 22, 2007 11:28 AM  
**To:** Dan LaPlante  
**Subject:** FW: Implement the Bike/Ped Master Plan

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**From:** BikeLakeTahoe@aol.com [mailto:BikeLakeTahoe@aol.com]  
**Sent:** Mon 6/18/2007 8:08 AM  
**To:** Jon-Paul Harries  
**Subject:** Implement the Bike/Ped Master Plan

Dear Mr. Harries:

As the president of the Lake Tahoe Bicycle Coalition, I strongly encourage you and your organization to follow the guidelines as described in the TRPA's Master Bike/Ped Plan throughout the basin. And, most immediately in the Kings Beach area.

NGO11-1

Thank you,  
 Ty Polastri  
 President  
 Lake Tahoe Bicycle Coalition  
 PO Box 1147  
 Zephyr Cove, NV 89448  
 775-586-9566

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See what's free at <http://www.aol.com>.

## Workshop questions:

For the past few months, many local citizens have been asking questions of the new upcoming project known as the Kings Beach Core Project. Workshops and meetings held since the DEIR/DEIS was published just over 2 months ago and presented to the public in community workshops have generated many more concise concerns which remain to be answered. Below are some of those questions which the County DPW may have information.

### Questions for Placer County Dept. Of Public Works

As residents and citizens we want to maintain the 4-lane capacity for vehicles and avoid the unacceptable repercussions of serious congestion and cut through traffic. At the same time we want to slow the speed of vehicles through town, clearly defining the pedestrian friendly village feel of the commercial core. Through creative solutions we can ensure pedestrian and bicyclist safety, provide variable width and meandering sidewalks, and beautify Kings Beach. The process of achieving "community consensus" for a preferred alternative has been deeply flawed. We are therefore asking DPW to respond to our questions, which have yet to be answered to our satisfaction.

NGO12-1

1. In the EIR the Traffic Study states that the cut through traffic is unmitigatable. Yet Placer County proposes their "Neighborhood Traffic Calming Program" as a way to mitigate this problem. Where else in Placer County has this program effectively mitigated traffic increases that are at least what is anticipated in Kings Beach (i.e. immediate increases of 2000 veh/day up to 5400 veh/day)? There should be proof that this level of mitigation the County proposes has been performed to the satisfaction of other purely residential neighborhoods. Then the County must also answer concerns specific to Kings Beach of which there are many (road widths, snow plowing, etc.).

NGO12-2

2. What is Placer County going to do when cut through traffic exceeds the 3000 v/day limit defining residential neighborhoods? This number could be exceeded very soon if assumptions comprising the Multiplicative Reduction result in 10% to 20% error.

NGO12-3

3. How will Placer County ensure adequate evacuation and emergency vehicle access during a major event? We have

NGO12-4

experienced the closure of Highway 50 due to mudslides, the closure of Interstate 80 due to fire, gas main damage in Reno that cut off service for several days. Reduction of SR28 capacity has serious consequences, and we want proof that Placer County staff understands and addresses this concern.

NGO12-4  
cont.

4. Who will be responsible for the maintenance costs including snow removal, repairs, clean up, liability insurance, for sidewalks in the public ROW? Who will pay for on going litter control and the cost of street lighting?

NGO12-5

5. Does Placer County believe the factual basis and methodologies supporting the conclusions of the traffic study by LSC Consultants in the EIR? Why has the DPW staff not adequately informed 2 lane/roundabout proponents of the validity and credibility of this study's conclusions?

NGO12-6

6. Why wouldn't property owners along SR28 who will lose parking spaces (minimum of 78) under all the alternatives get a credit for that loss? Is this not a justified entitlement? The shifting of replacement parking a few blocks away does not adequately address this loss of customer convenience and the impact to the business.

NGO12-7

7. Alternative 3 (maintaining the 4 lanes) requires Placer County to produce 108 fewer parking spaces, saving several million dollars. Why is this not publicly stated as a major advantage to Alternative 3 and where is it noted in the project's financial analysis?

NGO12-8

8. Why in the so called "neutral process" was there no allotted time focused on enhancements to the existing Hwy that could meet the KBCCIP stated "Purpose and Needs"?

NGO12-9

9. What is DPW's position on which alternative has the chance to most likely succeed through the entire public approval process? And without litigation? This includes through TRPA, CalTrans, FHWA, and other Federal agencies.

NGO12-10

Thank you for taking the these questions to heart and providing the local citizens who will live and work under the conditions which are determined here, the true working solutions to any and all the above.

Sincerely yours,

The people who live and work in the north Tahoe area,  
The Kings Beach Business and Citizen's Alliance